

2. (Amended) A control apparatus according to claim 1, wherein the controller:

*a' cancelled.*  
(a) initially selects a gear speed of a low gear ratio within a range such that an engine revolution speed higher than or equal to a predetermined lower limit revolution speed is attainable;

(b) achieves the requested drive power singly by the engine output with the gear speed selected; otherwise

(c) achieves the requested drive power by the engine output and motor output when the requested drive power is not achievable singly by the engine output; otherwise

(d) changes the gear speed by increasing a gear ratio when the requested drive power is not achievable by the engine output and the motor output.

*a2*  
~~7~~ 20. (Amended) A control method for a hybrid vehicle having an engine and a motor as drive power sources, and having a transmission that is disposed between the engine and a vehicle drive wheel and that changes drive power transmission by selection from a plurality of gear speeds, the control method comprising:

detecting a drive power requested for the drive wheel; and

adjusting the drive power by setting an engine output increase, a motor output increase, and a gear speed change by increasing a gear ratio, in an order of descending priorities of: (1) the engine output increase, (2) the motor output increase, and (3) the gear speed change by increasing the gear ratio, so as to achieve the drive power requested.

~~8~~ 21. (Amended) A method according to claim ~~7~~ 20, wherein the drive power adjusting step includes the steps of:

initially selecting a gear speed of a low gear ratio within a range such that an engine revolution speed higher than or equal to a predetermined lower limit revolution speed is attainable;